

REMARKS

The Examiner has rejected claims 1 – 17. Claims 1 – 11 and 13 – 15 have been amended. Claim 4 has been canceled. New claim 18 has been added. Claims 1 – 3 and 5 – 18 remain for consideration.

Claim Rejections – 35 USC §102(b) - Cockerham

The Examiner has rejected claims 1- 4 and 9 – 17 as being anticipated by US. Patent no. 6,168,106 to Cockerham.

Claim 1 has been amended to specify that the braking assembly is made up of a base and a selector. Amended claim 1 is not anticipated by Cockerham since amended claim 1 requires, “a plurality of braking elements slidably located within said base of said braking assembly . . .”. This arrangement can be seen in Figures 2 – 5.

In contrast, Cockerham teaches that, “a plurality of brake weights 96 are attached to the brake weight carrier 46. . . . Particularly, each brake weight 96 has a cylindrical bore 100 formed therethrough, and the brake weight 96 is disposed on the brake weight arm 98 so that the brake weight arm 98 is disposed at least partially in the bore 100 (col. 5, lines 15 – 29). Brake weights 96 disposed on brake weight arm 98 can be seen in Figures 3 – 4i and 8 – 9c.

In summary, claim 1 states that the braking elements are slidably located within the base of the braking assembly, while Cockerham teaches brake weights attached to a brake weight carrier via a plurality of brake weight arms. Advantages of applicant’s design include the elimination of the brake weight arms and mounting of the brake weights thereon, which will reduce assembly labor and increase reliability.

Application No. 10/644,275
Amendment Dated 8/18/04
Reply to Office Action of 5/18/04

Claims 2 – 3, 9 and 10 depend from claim 1, which is submitted to be patentable.
Claims 2 – 3, 9 and 10 are submitted to be patentable for at least this reason.

Claim 4 has been canceled.

Independent method claim 11 has been amended to specify that movement of the braking elements occur within a base of the braking assembly. Amended claim 11 is submitted to be patentable for the same reasons set forth with respect to claim 1, above.

Dependent claims 12 – 17 each depend, at least indirectly from claim 11, which is submitted to be patentable. Claims 12 – 17 are submitted to be patentable for at least this reason.

Claim 13 is additionally submitted to be patentable for the reason that claim 13 has been amended to specify that, “said step of limiting travel to a selected one of said braking elements comprises locating a brake element post within one of a plurality of indentations formed in said braking assembly. Cockerham does not possess a plurality of indentations formed in a braking assembly. Instead, Cockerham has only a single race 112 (Figure 5) , i.e., “...race 112 [is] formed in the axially inwardly facing surface 114 of the selector 48” (col. 5, lines 47, 48).

Claims 14 and 15 have also been amended to claim “a plurality of indentations”.
Claims 14 and 15 are submitted to be patentable for the same reasons as claim 13.

Claim Rejections – 35 USC §102(b) - Kim

The Examiner has rejected claims 1, 3 and 5 – 8 as being anticipated by U.S. Patent no. 6,003,798 to Kim.

Claim 1 has been amended to incorporate the limitations of dependent claim 4 as follows:

wherein said contacting structure is axially stationary with respect to said braking assembly.

In contrast, Kim teaches that brake ring 172 is movable with respect to the brake element housing 36 to selectively engage brake elements 34 (see, col. 9, lines 35 – 51).

Claims 3 and 5 – 8 each depend from amended claim 1, which is submitted to be patentable. Claims 3 and 5 – 8 are submitted to be patentable for at least this reason.

Claim 3 is additionally submitted to be patentable for the reason that Kim does not teach that “each of said braking elements have a post extending from a surface of the said braking elements, said post for limiting travel of said braking elements from said retracted position to said extended position.” Kim teaches no posts extending from the braking elements for such a purpose. Instead, Kim teaches movement of brake ring 172 to make brake ring 172 accessible to some or all of brake elements 34 depending on their differing depths (see, col. 9, lines 35 – 51).

Claims 5 and 6 are additionally patentable for the reasons set forth with respect to claim 3, above. Claims 5 and 6 each include a claim element that refers to “said post of said braking elements”.

New Claims

New claims 18 and 19 have been added. Claim 18 is submitted to be patentable for at least the reasons set forth with respect to claims 1 – 10, above. New claim 19 is submitted to be patentable for at least the reason that claim 19 contains the following claim limitation:

wherein said plurality of braking elements are located an equal distance from said selector.

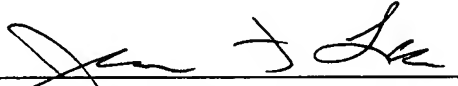
Application No. 10/644,275
Amendment Dated 8/18/04
Reply to Office Action of 5/18/04

The claim amendment is supported at least in Figures 3 and 5 where it can be seen that each of the braking elements are directly adjacent to rearward face 100 of brake setting selector 24. In contrast, Kim teaches that, "... the differing depths of slots 68a-f desirably allow a wide range of brake settings" (col. 6, lines 52, 53). The differing depths of the slots can be clearly seen in Figures 5 and 8 of Kim. As claimed in amended claim 1, locating the braking elements an equal distance from the selector allows the reel to be manufactured more compactly as compared to the larger housing 36 of Kim that is required to accommodate slots at different depths.

No additional fee is believed to be due. However, if any fee is made payable by the filing of this paper, please consider this our authorization to charge the Deposit Account of the undersigned, No. 06-0540.

Respectfully submitted,

Date: August 18, 2004

By 
James F. Lea III, Reg. No. 41,143
FELLERS, SNIDER, BLANKENSHIP,
BAILEY & TIPPENS, P.C.
321 South Boston, Suite 800
Tulsa, Oklahoma 74103-3318
(918) 599-0621

W273468.1